

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON 25, D.C.

**SECRET**



REPLY TO  
ATTENTION **AFXPD-PL-TB**

SUBJECT **Surplus and/or Excess Aircraft in USAF Inventory**

**Deputy Director (Plans)  
Central Intelligence Agency**

1. Reference your letter, subject as above, dated 18 April 1961, DPD 2442-61.
2. Current data on C-45, C-46, C-47, C-54, and C-118 aircraft now in excess status is as follows:

<u>Type/ Model</u>	<u>On Hand</u>	<u>FY-62 Pro- jection</u>	<u>Approximate Sales Price</u>	<u>Sales Date</u>
C-45	20	None	\$ 6,500	None planned
C-46	139*	None	10,000	Proposed for Aug 61
C-47	14**	130	60,000	None planned
C-54	2**	None	160,000	None planned
C-118	None	None	--	--

\* 41 earmarked for sale to foreign countries.

\*\*In process of reclamation--probably not flyable.

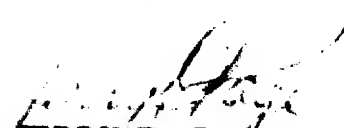
3. Support of this equipment will be as in the past. Those aircraft currently in the Air Force inventory (C-54, C-118, and C-47) will be supported on the flying hour rate. Other aircraft will come under the purview of the follow-on support procedure as long as parts and equipment are available in the Air Force.

4. Acquisition of Air Force aircraft on an interdepartmental transfer basis and support of this equipment by the flying hour rate or follow-on support means this equipment may be used only in a military type of

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operation either with Air Force markings (overt) or without Air Force markings (covert). Any equipment that is acquired for use in a commercial, tariff/revenue category will have to be purchased and will not be supported by the flying hour rate or follow-on support system.

**FOR THE CHIEF OF STAFF:**

  
**JERRY D. PAGE**  
Brigadier General, USAF  
Acting Deputy Director of Plans,  
DCS/P&P

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